

might hear of it. He said, "Who will know of it? I left and returned to my shop. On the 15th May I went to the Pun Au Kiu and there saw the third defendant. He took me into a room. He said, 'I have found a way for you to borrow \$4,000.' He said the lender would give me 40 per cent. of the money. I was afraid. He said 'Who needs money? You need not spend it.' I said 40 per cent. was very high, but I would give five per cent. He said he would see the lender again. After this he left the place and went away. Second defendant said, 'Do you want to borrow \$7,000?' because 'I can lend you at 40 per cent.' He asked me how old I was. I said twenty-one. I wanted sixty per cent. He refused it. Third defendant pulled me into the verandah and said 'Don't be a fool, take 40 per cent., you need never repay it.' I said I was twenty-one when asked, because the third defendant told me to do so. He told me to go to Mr. Denny's and make out the paper. I did not go. Third defendant came to me and asked why I had not gone. I said I was afraid. On the 5th May I went to Mr. Denny's office with the third defendant. Second and fourth defendants were there. Mr. Denny refused to have anything to do with the matter. Third defendant said we would go to another solicitor. He told us to go to the Pun Au Kiu and await him there. He came afterwards and said we would go to Mr. Roddy's office. Mr. Roddy's clerk said he would require \$100 as fees. I did not see Mr. Roddy. I should not know Mr. Roddy if I saw him now. In Mr. Roddy's office were the three defendants and myself. I sat and waited there for about an hour. Mr. Roddy's clerk, Mr. Ng Mak Hoi, made up two papers in English and told me to sign. I did not understand English. The documents were not read over to me, but one I understood to be a promissory note, the other a registration paper. I received the money in Mr. Roddy's office. The second defendant gave me \$2,800. I do not think Mr. Ng Mak Hoi knew how much was paid to me. The third and fourth defendants saw the money paid. When I received the money I gave third defendant \$860 in all, \$700 for himself, \$100 for Mr. Ng Mak Hoi, also a further \$60 to Ng Mak Hoi for fees. I did not see him pay any money to Ng Mak Hoi. I took away \$1,940. The second and fourth defendants both saw me give the money to the third. Before this day I had not received an account anything. All I got of the \$7,000 was \$2,800. I received this money between 1 and 2 p.m. I went then to the club with the third defendant. There I met Yung Ut Wo. He introduced himself. We both went for a walk. We went to the Pun Sun-in and we gambled at fan-tan. I lost \$500. None of the defendants were there. Yung Ut Wo did not play and when he found I had lost \$500 he took me away. On the same day he took me to another gambling house to win back the \$500. I lost \$600 more. Yung Ut Wo did not play. He then took me to the Kwai Fung brothel in Lower Lascar Row and I spent the night there. That cost me \$30. He then said 'You lost \$1,100 last night, let us try and win it back.' He took me to the Shen Kiu gaming house, where I lost another \$500. He then took me to the Wu Yung Lun eating house, where I ordered a foreign supper and sent for the third and fourth defendants. The supper cost me \$50. After supper there was some talk of my borrowing more money. Third defendant said to Yung Ut Wo that I had lost all my money and asked if he knew of any one who would lend me more. Yung Ut Wo said 'Go to the Pun Au Kiu, and when I have settled anything I will come there.' Three or four days after the supper I heard about the loan. On the 22nd May the third defendant took me to second defendant and said he would lend me more money. Third and Ng Mak Hoi were there. Ng Mak Hoi said the two papers signed with reference to the \$7,000 loan would be returned and two fresh ones given as the first two could not be signed. That day I signed a promissory note to Chan Tat for \$5,000 and received \$800. Ng Mak Hoi did not see this money paid over. I then went back to Chun An Kan. I did not spend the \$800 that day. On the 27th May Yung Ut Wo spoke to me about a loan for \$5,000. He took me to Mr. Ewen's office. Two or three days before going to Mr. Ewen's office Yung Ut Wo told me he knew of a friend who would lend me \$5,000. I would give him a promissory note for \$5,000. \$687.50 was given to me by Chan Chui on commission. After going to Mr. Ewen's office we went to Mr. Philippo's office. At his office I executed a charge for \$5,000 and received \$4,750. Yung Ut Wo gave me the money. A promissory note was also given me for \$4,750 with my name as signatory. I had never made such a note. The note was stamped. Yung Ut Wo said the thing would look better if done before a lawyer. It was not a true note and was only done for the look of the thing. Mr. Philippo, three defendants and Yung Ut Wo were present when the money was paid over. Yung Ut Wo took up the promissory note for \$4,750. When I left Mr. Philippo's office I went to the club with Chung Sui and Tam San. On the way Chung Sui said Yung Ming Chan was willing to lend me \$15,000. I was to get back the promissory note for which I had received \$800 and I was also to receive \$5,200 more. He said, 'Let us go and sign at once.' We went to Yung Ming Chan's house. There I found three papers, the promissory note, the registration paper and the declaration of age paper. These I signed. I received \$5,200 in cash and got back my promissory note for \$2,250. I heard nothing about this note for \$15,000 before I left Mr. Philippo's office. When I got these sums of money, on the 29th May, I was in the Po An Kan Club playing fan-tan. Tam San and Yung Ut Wo were there. I lost \$2,250 there. I then went to a brothel with Yung Ut Wo. I know the Chun Kai gambling club and have played there. I have heard that Yung Ming Chan was the matter. Yung Ut Wo told me so. I was sitting at one time with Yung Ut Wo. He said let us go to the Chun Kai gambling house of which Yung Ming Chan is the rich master. I went and won \$300. I went again after dinner and lost \$1,000. They returned me \$200. Shortly after I got this money Yung Ming Chan wrote to me asking me to take share in a gambling concern at Kowloon City. I have burnt the letter. I took a \$700 share. I gave the money to Yung Ut Wo to give to Yung Ming Chan. I got a second letter with reference to this share from Yung Ming Chan which has also been burnt. He told me that the whole of my share had been lost and that I still owed \$70. This I paid. Yung Ut Wo also asked me to take shares in a peripatetic gambling concern. I subscribed \$300 and got back \$4. My mother afterwards got hold of me and took me to a lawyer. By this time I had spent all my money. It was very late when she found me. At this stage the further hearing of the case was adjourned until Friday the 7th inst.

THE TRUTH ABOUT THE MEKONG VALLEY.

HOW A BRITISH EXPLORER FOUND IT.
"Magna est veritas, et prevalens!"

Then as to the importance attached to Luang Prabang as "an important trade centre." It doesn't begin to be one. The town consists of something over 1,000 bamboo huts of the most

misericord description. The only substantial edifice is one building for the Chief, a very pleasant old gentleman who seems to have nothing else to do but chat with the Commissioner, drink whiskies and sodas with French travellers, traders and others and generally speaking, keep his pecker up as well as circumstances permit. The Siamese Commissioner, Pra Palat Banuraks, is the real ruler, and he is a most intelligent and able man. With reference to the townships in the interior and dotted about the mountain ranges on the disputed Franco-Siam territory: they scarcely have any existence at all except in the classic machinations of some few obscure journalists. Thirty bamboo huts of the most miserable description constitute a village, in fact I have known as few as five huts clustered together spoken of as the *muang* of so-and-so. The French posts are said to be established all along the Eastern frontiers of Siam, while the Siamese, on the other hand, have quite an army at Luang Prabang.

M. Macey is a Frenchman sent out by a Paris syndicate to push trade with the inhabitants of the Mekong valley. He carries with him all sorts of bright-coloured ornaments, silk thread, tools and nic-nacs for which he has endeavoured to find buyers. The poor people have no use for such articles, and even if they had it is doubtful whether they would care to part with their rice (and that is the only commodity they could barter with—buying for cash down being almost out of the question) for what to them would be luxuries. But even should M. Macey succeed in getting together a few piculs of rice, and a few ounces of raw cotton, and a pound or two of cardamom, by the time he has sent it to Bangkok or over the mountain passes into Laos, its value, let alone the cost of carriage, would be swallowed up in transit expenses. Without a railway the Laos country can become nothing more than the home of a poor rural population; and as capitalists, of a sufficiently philanthropic turn of mind, cannot be found to plunge into a costly and unprofitable enterprise, it can never pay to carry the produce of those distant regions to the markets of Europe, even supposing, for the sake of argument, that there is marketable produce to be had there in large quantities, which is certainly not the case. So much, then, for "the richest and most fertile region of the Far East." Then, again, there is the question of "the vast mineral wealth of the Mekong region." Up to the present time neither gold, coal, or iron have been found there in paying quantities, but even were the endless mountain ranges crammed full of sapphires, rubies, emeralds, tons of gold, blocks of silver, chunks of copper, and thousands of miles of the best steam coal, the cost of transit to and from the mines would take the gift of the ginger-bread, to say nothing of the deadly malarial fever which, seizing every white man that sets foot in those poisonous valleys and jungles, would be certain to kill European engineers and miners wholesale. The people of the Mekong valley and Luang Prabang regions are a fairly hardy, peaceable race.

Yes, M. Pavie is the Chief of the French Boundary Commission. He has done a deal of hard work; he has left a good impression on the minds of the Siamese officials (who speak well of him), and will probably turn up in Bangkok before very long to effect a settlement of the question of the Eastern boundaries of this kingdom. Slave-hunting! Marauding! Oh, dear no! Nothing of the kind. I neither heard nor saw anything of the sort. Had such evil practices either been prevalent, or had any existence in fact, I could not have failed to know it. The people appeared happy and contented with their lot, they never having known of a better condition. As to discovery, I may say that during the last year that I have travelled in the interior of Siam I never heard an angry or harsh or insulting word used towards myself, and have found perfect security everywhere. Of course one has to exercise tact and discretion when travelling, that is all.

ADDENDUM.
We are indebted to an old and distinguished resident for the following additional authentic historical facts respecting the foundation of the modern Kingdom of Siam by Phya Tak in 1768:—

Phya Tak was successful only through the instrumentality of two great generals known as Phya Chakrakasi (i.e. the founder of the present dynasty, the present King's great-grandfather) and the other his brother Phya Surevari (i.e. the Wangsa or, as called by Europeans, the second King of the first reign of the present dynasty). Phya Tak founded only the west bank of Bangkok, his capital.

Phya Tak, a ploughman of the Shan States, Malay Peninsula, Cambodia, and the whole valley of the Mekong was carried on personally by the said two great generals, especially the valley of the Mekong which, for the first time in the history of Siam, was successfully brought under Siamese rule in A.D. 1779.

Phya Chakrakasi, who was then in Cambodia suppressing the revolt there, was compelled to succeed Phya Tak owing to a revolution that broke out in the capital of Siam, through Phya Tak becoming insane and cruelly oppressing the people, and by Phya San, another officer of Phya Tak who had married his master and usurped the sovereignty. The people then found no more suitable successor of Phya Tak than Phya Chakrakasi, and so elected him Ruler.

The good qualities of this great general, Phya Chakrakasi, are fully and briefly recorded in Burmese records and in Sir Arthur P. Phayre's "History of the Burmese," in the following words (*vide page 217*):—

"Phya Tak had been succeeded on the throne of Siam by Phya Chakrakasi, the ancestor of the present King of that country. For greater security against Burmese attacks, he removed the inhabitants of Bangkok from the west to the east bank of the river. Being a man of ability and courage, he led the Siamese armies in many actions since the fall of Ayutthia in A.D. 1767, and had revived the spirit of the people, which, after the conquest by Burmese Naung (A.D. 1564), had been cowed under the superior force of the Burmese. The confidence thus infused into the Siamese was manifested by the vigorous attacks made on the invading army."

The foregoing will, we think, suffice to prove to our readers, from the evidence of an eminent eye-witness, that the resources, magnificence, productions and brilliant prospect of the Mekong Valley and Luang Prabang regions exist only in the fertile minds of those who indulge in the mischievous pastime of telling and writing stories which are "with falsehood seasoned."—*Bangkok Times.*

THE CAIRO OF TO-DAY.

To the fatalist who believes that human endeavor is an insignificant factor, if a factor at all, in the development of a people, the recent history and present condition of the land of the Pharaohs must be an inexplicable fact. Within the memory of this generation, the people were lay in the last degree, the land swarmed with beggars, and the soil, though the richest in the world, produced scarcely more than enough to supply the wants of the native population. Mohamed Ali, the great governor of Egypt, a man of restless energy and enterprise, took the matter in hand and by a series of autocratic decrees made labor honorable, and

idleness a disgrace as well as a crime. To carry theory into practice, he compelled the people, *volens volens*, by the inducement of the whip, the rod and the bastinado. His successor, Ismail Pacha, less regardless of the feelings of his subjects, nevertheless pursued the same policy. Tewfik Pacha, son of Ismail, the present incumbent, follows in his father's footsteps. He is, however, but the figure-head of Great Britain, which rules the land more absolutely than it does any city, ward or parish at home. The result of these changed conditions is visible at first sight. More land is under cultivation to-day than at any time in the past five centuries, and larger harvests are produced per acre than ever before in that period. The bazaar has been forced into the ranks of industry, and is not as numerous in the Nile valley as in New York, Boston or Chicago. The food supply has increased to the point of living has been reduced to very low figures, while wages and the other hand have held their own. The country flourishes, and its material debt is being liquidated gradually but certainly.

This is the bright side of the picture, but its reverse is not so agreeable. The policy of the present administration (which as stated, in English) is to favor England at the expense of the Egyptian. While the country is admirably situated for manufactures, the authorities impose taxes as to kill any existing industry and to prevent the formation of new ones. Thus the sugar-cane grows like a weed and might be the basis of great manufacture. Yet the political conditions imposed are such that it is profitable to export raw sugar to France and England, to there refine it, to bring it back to the very town where it was grown and there sell it for less than what the native sugar would cost under existing circumstances.

A second illustration of the present policy was afforded lately by the imposition of a tax of 8 per cent. on home-made cotton-seed oil. The land produces thousands of tons of seed, which are taken to Europe, there pressed and converted into oil, candles, soap, glycerine and oilcake. The merchants of Alexandria saw an opportunity to increase local prosperity, and built a mill. This, with inexperienced hands prospered and was able to compete with the imported cotton-seed oil on equal terms. It had no more than displayed its ability to make money for both capitalist and laborer, when the tax referred to was suddenly enacted, and as was undoubtedly intended by the powers that be, the industry became a thing of the past. Upon even terms, Egypt could make cotton thread, cloth, and lace cheaper than any other country. This would injure, if not ruin, English trade in the northern part of Africa, as well as in Asia Minor. For that reason every attempt to start cotton-mills in this land has been frowned at by the Government.

As a consequence Egypt is essentially an agricultural country, with every probability it will remain so, as long as England holds the reins of power. Yet even here, there has been an angular disregard of the principles of commerce which are obeyed in every other country. When a land raises large crops, the first thing to be done is to move them to the mercantile centres, and to move them requires good roads, bridges, water-roads and railways. Of these Egypt can boast. Roads, there are none. There are camel paths and donkey paths. They are usually on the levees or canal banks, and are irregular and dangerous. The crops are transported on the backs of the two useful animals named, but the transportation is slow and expensive. If a famine broke out in Khartoum, or even Dongola, the people would be dead and buried a month before a caravan could reach them from Jantch or Duhammer, and even were they alive, the cost of transportation would make flour of the value of silver. There are but few bridges, and they belong mainly to the railroads. Instead of bridges, there are ferries numberless. They are all of one type. A cumbersome flat boat, which is pulled along a rope fastened from bank to bank. The charge, small enough to an American, is large from a native standpoint; the delay is great, and when the river is very high in the flood season, or low in the dry season, the boats are seldom usable. The water routes are the chief and best means for carrying goods. But they involve a great waste of time and energy. The boats, called dahabieh, are flat bottomed, high propped sloops with one lateen sail. With a very favorable wind, which occurs once in ten times, they make about five miles an hour; on most occasions they are drawn by a slinky Arab, who manages to make both himself and boat cover space at about two miles an hour. The railway system of Egypt is a capital example of how not to do it. Though there are no serious engineering difficulties to surmount, and the cost of labor is ridiculously low, yet the fares and freight rates are almost prohibitively high. The system of the management seems to be the devious thing of the soldier and pleasure-seeker, to the exclusion of everything else. Little or no regard is paid to the transfer of mails, to the upbuilding of a large communication and local traffic, or to making connections with steamship lines. On the main line from Cairo to Alexandria, the retardation of the trains is from fifteen to thirty-five minutes per train; on the line from Cairo to Suez it is anywhere from a half-hour to four hours. The freight traffic is not neglected; it is not considered.

Under such auspices, the lot of the agriculturist is not a happy one. His rent and land-taxes are enormous enough, but they are further increased by special taxes and a poll tax. When he takes his goods and crops to the nearest city, he is stopped at the gates by the police and soldiery and compelled to pay an octroi upon all he brings. If, the year through, his income averages 25 cents a day, he is very happy. He pays wages proportionate to these figures. To the day laborer he pays from 10 to 20 cents a day. So grinding is this unnatural poverty, that the women and the children work the same as the men. Little boys of three to six years lead the Egyptian buffaloes to their daily work and must guard over them the day long, and girls of the same age shell corn, pick beans, gather cow dung and fashion it into rude cakes for fuel, or collect scraps of wood and pieces of bushes and brambles. In every market town you can see groups of little toddlers sorting grain with a quickness and accuracy worthy of an adult. For many fields they are paid from 2 to 5 cents. In this work it is cheaper to use human labor than to use machinery. Of this, sorting beans or coffee are illustrations. In other fields the instrument or mechanism required and keeps on as his ancestors did in the days of the Pharaohs. A good pump that two men would do the work of eight, costs about \$30 in Egypt. The farmer to whom it would be a priceless boon, not having the \$30, continues to employ the 8 men, and pays them chiefly in farm products and not in cash.

The cause of this universal poverty is known to all in Egypt. The extravagance of the Khedive, about which so much ado was made by European newspapers, was simply a drop in the bucket. He spent no more and probably not as much as any of his predecessors. But he learned financial tricks they never knew, and obtained his money from foreign money-lenders, chiefly English, French and German. Excluding the Rothschilds, these bankers and speculators as a class, proved harpies alongside of whom Shylock was a monument of generosity. A single case will show the lengths to

which Christian bankers will go with modern debtors. A government note for 6 months for £1,000 was sold for \$300, and at maturity was taken up with a note for 6 months for £1,500, which was paid. In other words, at 275 per cent. The rapacity of the money-lenders was surpassed by that of the foreign office-holders. A lot of flimsy, if not worthless, instruments were bought by a French agent of the Khedive, and duly examined and approved by another agent, an English engineer of high distinction. The price paid was £10,000 cash (\$30,000). Of this £10,000 (\$30,000) was paid to the engineer £3,000 (\$9,000) to the purchasing agent, and no one knows how much more to outside parties. When remonstrated with, the engineer said, "It's merely business. If I refused to pass those engines and take the hush money, some other fellow would, and I should lose my position, whose salary alone is £1,500 (\$4,500) a year." In this case there was retribution. For shortly after accepting the locomotives, one of them blew into atoms, causing for life a brother of the engineer. Another cause of expense to the people is the army of foreign office-holders who have been foisted upon them by military force. They are like the carpet baggers of the reconstruction days; no better and no worse.

It should be added that despite the evils recounted, the people are patient, polite, sober and moral. They sing as they work, or chant long quotations from the Koran. The children are round, bright-eyed, smiling and playful. All of them, old and young, are kind to one another, and equally kind to their dumb animals, the donkey, camel and horse, the buffalo, cow, goat and sheep, the cat and dog. Courtesy and hospitality are the rule everywhere. There is a great future in store for a race which can endure so many hardships and still preserve intact the higher attributes of humanity.—"E. S." in the *Sociologic News.*

CHINA COAST METEOROLOGICAL REGISTER.

5th August, 1891.—At 4 p.m.

STATION.	Latitude and Longitude.	Time.	Barometer.	Thermometer.	Direction.	Force.	Wind.	Weather.	Remarks.
Whampoa	22° 30' N. 114° 15' E.	10.00	30.00	80	NE	1	Light	Clear	
Taiwan	23° 30' N. 121° 15' E.	10.00	30.00	80	NE	1	Light	Clear	
Shanghai	31° 10' N. 121° 45' E.	10.00	30.00	80	NE	1	Light	Clear	
Amoy	23° 45' N. 118° 10' E.	10.00	30.00	80	NE	1	Light	Clear	
Swatow	23° 45' N. 116° 10' E.	10.00	30.00	80	NE	1	Light	Clear	
Shanghai	31° 10' N. 121° 45' E.	10.00	30.00	80	NE	1	Light	Clear	
Amoy	23° 45' N. 118° 10' E.	10.00	30.00	80	NE	1	Light	Clear	
Swatow	23° 45' N. 116° 10' E.	10.00	30.00	80	NE	1	Light	Clear	
Shanghai	31° 10' N. 121° 45' E.	10.00	30.00	80	NE	1	Light	Clear	
Amoy	23° 45' N. 118° 10' E.	10.00	30.00	80	NE	1	Light	Clear	
Swatow	23° 45' N. 116° 10' E.	10.00	30.00	80	NE	1	Light	Clear	

6th August, 1891.—At 10 a.m.

STATION.	Latitude and Longitude.	Time.	Barometer.	Thermometer.	Direction.	Force.	Wind.	Weather.	Remarks.
Whampoa	22° 30' N. 114° 15' E.	10.00	30.00	80	NE	1	Light	Clear	
Taiwan	23° 30' N. 121° 15' E.	10.00	30.00	80	NE	1	Light	Clear	
Shanghai	31° 10' N. 121° 45' E.	10.00	30.00	80	NE	1	Light	Clear	
Amoy	23° 45' N. 118° 10' E.	10.00	30.00	80	NE	1	Light	Clear	
Swatow	23° 45' N. 116° 10' E.	10.00	30.00	80	NE	1	Light	Clear	
Shanghai	31° 10' N. 121° 45' E.	10.00	30.00	80	NE	1	Light	Clear	
Amoy	23° 45' N. 118° 10' E.	10.00	30.00	80	NE	1	Light	Clear	
Swatow	23° 45' N. 116° 10' E.	10.00	30.00	80	NE	1	Light	Clear	
Shanghai	31° 10' N. 121° 45' E.	10.00	30.00	80	NE	1	Light	Clear	
Amoy	23° 45' N. 118° 10' E.	10.00	30.00	80	NE	1	Light	Clear	
Swatow	23° 45' N. 116° 10' E.	10.00	30.00	80	NE	1	Light	Clear	

The barometer stationary. Graduated scale for sub-mergence. Weather overcast, very moist and warm. (Issued at 11 a.m.)

Today's Advertisements.

PUBLIC AUCTION OF MILLINERY AND DRAPERY.

THE Undersigned has received instructions from the Hongkong Trading Co., Ltd., to Sell by Public Auction, on SATURDAY, the 8th August, 1891, commencing at 2.30 p.m. Without Reserve, a quantity of MILLINERY, DRAPERY, LADIES' DRESS MATERIALS, HOSIERY, and other GOODS. TERMS OF SALE:—Cash on delivery. G. R. LAMBERT, Auctioneer.

Hongkong, 6th August, 1891. [108]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HODDIDAH, MASSAWAH, SUAKIM, JEDDAH, SUEZ, PORT SAID, BRINDISI, TRIESTE, VENICE, and Fiume. Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.

THE Company's Steamship "PANDORA," Captain G. Messel, will be despatched as above on FRIDAY, the 21st inst., at NOON. Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 6th August, 1891. [1078]

FOR NEW YORK, VIA SUEZ CANAL THE Steamship "MACDUFF," Captain Porter, will be despatched for the above port on the 28th inst.

For Freight, apply to DODWELL, CARILL & Co., Agents.

Hongkong, 6th August, 1891. [1076]

Intimations.

GENTLEMEN'S OUTFITTERS.

4, QUEEN'S ROAD CENTRAL. **HONGKONG TRADING CO. LTD.** HONGKONG. CENTRAL.

LATEST NOVELTIES.

LADIES' OUTFITTERS.

Hongkong, 6th August, 1891. [136]

MOUTRIE, ROBINSON & CO.
(From 7, Broadwood & Sons and Gifford & Co.)
THE PIANO, ORGAN AND MUSIC WAREHOUSE,
UNDER HONGKONG HOTEL,
and at London, Shanghai, Kobe and Yokohama.

PIANOS

SPECIALY MADE FOR THIS CLIMATE AND GUARANTEED.

MONTHLY PAYMENTS OR HIRE.

TUNING—REPAIRS.

Instruments made equal to new. Large experience, all Machinery, trained men and Work guaranteed.

OLD PIANOS TAKEN IN EXCHANGE.

16 YEARS extensive experience in China, and the only firm of trained and practical people devoting themselves entirely to the Music and Musical Instrument Trade. [1789]

NAVAL CONTRACT—1891-92.

SEALED TENDERS, in duplicate, will be received by the NAVAL STOREKEEPER, until 10 a.m., on MONDAY, the 17th inst., for the SUPPLY of TEA for the use of H.M. Navy for One Year ending 31st August, 1892.

Printed Forms of Tenders and further particulars can be obtained at the Naval Storekeeper's Office.

The right to reject the lowest or any Tender is reserved.

Hongkong Victualling Yard, 6th August, 1891. [1079]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET, AT KOWLOON.

A FINE HOUSE in KNOTTSFORD TERRACE, containing 5 Rooms each and Cheap Rent.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 6th August, 1891. [1080]

HONGKONG RIFLE ASSOCIATION.

NOTICE.

DURING this and next month members are recommended to practise at the 200, 300 and 600 yards ranges—Bisley rules; and 7 rounds and one sighting shot at each distance. It is desired that all scores made be sent in to the Secretary. A prize will be given to the competitor of the highest aggregate of not less than 5 practices.

J. ANDERSON, Acting Hon. Secretary.

Hongkong, 6th August, 1891. [66]

Intimations.

NOTICE.

IN THE HIGH COURT OF JUSTICE, IN BANKRUPTCY, Re ADAMSON, BELL & Co.

TELEGRAPHIC Instructions have been received from Mr. GEORGE WATKINS, Official Receiver, High Court of Justice, London, authorizing the undersigned to act on his behalf in all matters pertaining to the above estate. All Creditors of the said firm at Hongkong are hereby requested to forward particulars of their claims to the undersigned, and all Debtors to the said firm are hereby notified that payment may only be made to the undersigned.

Dated this 11th day of July, 1891.

[1003] DODWELL, CARILL & Co.

NOTICE.

GRIFFITH'S PHOTOGRAPHIC ROOMS

1, Ice House Road are suitably lighted to produce all styles of Portraiture in any weather.

CABINETS from \$6 a dozen.

CARTES DE VISITE from \$3 a dozen.

LIFE SIZED BUSTS in Colour, or Black & White.

IVORY MINIATURES, &c., &c.

NEW VIEWS OF HONGKONG and the Coast Ports are always ready.

Penitron, 24th September, 1890. [18]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon their arrival in this Harbour any of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 25th August, 1887. [18]

THOUSANDS OF TESTIMONIALS.

Clarke's Blood Mixture is sold in Bottles 2s. 6d. each, and in cases, containing six times the quantity, 12s.—sufficient to effect a permanent cure in the great majority of long standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midland Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture."

CAUTION.

Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture," blown in the Bottle, without which none are genuine.

Commercial.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank, New Issue—200 per cent. premium, buyers.
 Union Insurance Society of Canton—\$95 per share, buyers.
 China Traders' Insurance Company—\$43 per share, sellers.
 North China Insurance—\$15 per share, buyers.
 Canton Insurance Company, Limited—\$107 per share, sellers.
 Yangtze Insurance Association—\$102 per share, buyers.
 On Tai Insurance Company, Limited—\$150 per share, buyers.
 Hongkong Fire Insurance Company—\$310 per share, buyers.
 China Fire Insurance Company—\$83 per share, sellers.
 Hongkong and Whampoa Dock Company—\$99 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$32 ex div., per share, buyers.
 China and Manila Steam Ship Company—\$60 per share, sellers.
 Hongkong Gas Company—\$131 per share, sellers.
 Hongkong Hotel Company—\$65 per share, buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 Indo-China Steam Navigation Company, Limited—30 per cent. discount, buyers.
 Douglas Steamship Company—\$40 per share, sellers.
 China Sugar Refining Company, Limited—\$182 per share, sellers and buyers.
 Luen Seng Refining Company, Limited—\$93 per share, sellers.
 Hongkong Ice Company—\$87 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$75 per share.
 Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.
 A. S. Watson & Co., Limited—\$19 per share, ex div., buyers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$13 per share, buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 Puijoo and Sungle Dui Samantan Mining Co.—\$34 per share, buyers.
 The Kaitai Gold Mining Co., Limited—\$0.85 per share, sellers.
 Imuris Mining Co., Limited—\$91 ex New Issue per share, sales and sellers.
 The Balmoral Gold Mining Co., Limited—\$4 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$82 per share, sellers.
 Tongkoo Coal Mining Co.—\$40 per share, buyers.
 The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.
 H. G. Brown & Co., Limited—\$47 per share, sellers.
 Crutchfield & Co., Limited—\$25 per share, nominal.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Company, Limited—\$10 per share, sellers.
 The China-Borneo Co., Limited—\$40 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
 The Green Island Cement Co.—\$15 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$80 ex div., sellers.
 The Hongkong Electric Light Co., Limited—\$6 per share, sellers.
 Geo. Fenwick & Co., Limited—\$15 per share, sales.
 The West Point Buildings Co., Limited—\$25 per share, buyers.
 The Peak Hotel and Trading Co., Limited—\$5 per share, sellers.
 The Labak Landing Co., Limited—\$12 per share, sellers.
 The Jade Mining and Trading Co., Limited—\$1 per share, buyers.
 The Selama Tin Mining Co., Limited—30 cents per share, sales and sellers.
 The Shamoon Hotel Co., Limited—nominal.
 The Kowloon Land Investment Co., Limited—\$75 per share, buyers.
 The Bank of China & Japan & the Straits Ld.—\$16 per share, buyers.
 The Bank of China & Japan & the Straits Ld.—Founders' shares, \$150 per share, sales and buyers.
 London and Pacific Petroleum Co., Ld.—\$15 per share, buyers.
 The National Bank of China, Ld.—60 per cent. div., sales.
 The National Bank of China, Ld.—Founders' shares, \$180 per share, sellers.

EXCHANGE.
 ON LONDON—Bank, T. T. 3/31
 Bank Bills, on demand 3/31
 Bank Bills, at 4 months' sight 3/31
 Credits at 4 months' sight 3/31
 Documentary Bills, at 4 months' sight 3/31
 ON PARI—Bank, T. T. 4/07
 Credits at 4 months' sight 4/16
 On India, T. T. 4/16
 On Demand 4/16
 ON SHANGHAI—Bank, T. T. 7/11
 Private, 30 days' sight 7/11

MAILS EXPECTED.

THE FRENCH MAIL.
 The Messageries Maritimes' Co.'s steamer *Yongli*, with the French mail, left the 10th ult., left Singapore on the 10th inst. and may be expected here on the 10th.

THE GERMAN MAIL.
 The Norddeutscher Lloyd's Co.'s steamer *Preussen*, carrying the German mail, dated Berlin of the 7th ult., left Singapore on the 10th inst. and may be expected here to-morrow.

THE AMERICAN MAIL.
 The P. & O. S. N. Co.'s steamer *Chin*, with mails, etc., from San Francisco to the 10th ult., left Yokohama on the 4th inst. and may be expected here on the 9th.

THE INDIAN MAIL.
 The steamer *Arcton*, from Calcutta, left Singapore on the 4th inst. and may be expected here on the 10th.

THE CANADIAN MAIL.
 The Canadian Pacific Steamship Co.'s steamer *Empress of India*, left Vancouver on the 10th ult. and may be expected here on the 10th.

STAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Chin*, left Shanghai on the morning of the 6th inst. and is due here on the 8th.

The P. & O. S. N. Co.'s steamer *Chin*, left Shanghai on the 3rd inst. and may be expected here on the 9th.

The China Shippers' Mutual S. N. Co.'s steamer *Opaka*, from London and Liverpool, left Singapore on the 11th inst. and may be expected here on the 11th.

The China Shippers' Mutual S. N. Co.'s steamer *Chingwa*, from London and Liverpool, passed the Canal on the 28th ult. and may be considered due at Penang on or about the 15th inst.

The P. & O. S. N. Co.'s steamer *Thibet* left Bombay on the 31st ult. and is due here on the 17th inst.

The Canadian Pacific Steamship Co.'s steamer *Empress of China* left Liverpool on the 13th ult. and is due here on the 28th inst.

The P. & O. S. N. Co.'s steamer *Shanghai* left Antwerp for this port on the 1st inst.

Shipping.

ARRIVALS.
 TOONAN, Chinese steamer, 938, J. Warwick, 5th Aug.—Whampoa 5th Aug., General.
 CHUAN, Chinese steamer, 623, W. Wendt, 5th Aug.—Whampoa 5th Aug., General.
 C. M. S. N. Co.
 LIBELLE, British steamer, 865, G. Grant, 5th Aug.—Newchwang and Chefoo 29th July, General.—E. C. Ray.
 DELTA, French steamer, 717, Abbal, 5th Aug.—Haiphong 7th Aug., General.—Messageries Maritimes.
 NINGCHOW, British steamer, 1,735, H. L. Allen, 6th Aug.—Shanghai 2nd Aug., and Amoy 4th, General.—Arnold, Karberg & Co.
 FUSHUN, Chinese steamer, 1,504, A. Cross, 6th Aug.—Shanghai 3rd Aug., General.—C. M. S. N. Co.
 HAITAN, British steamer, 1,183, S. Ashton, 6th Aug.—Fochow 31st July, Amoy 4th, and Swatow 5th, General.—D. Laprak & Co.
 NAMCHOW, British steamer, 1,109, Colonna, 6th Aug.—Singapore 1st Aug., General.—Childs.
 LY-KE-MOON, German steamer, 1,238, G. Heermann, 6th Aug.—Wuhu and Chinkiang, 1st Aug., Rice and Wheat.—Stensen & Co.
 COSMOPOLIT, German steamer, 551, Schaefer, 6th Aug.—Cebu 1st Aug., Sugar.—Wilder & Co.
 SISHAN, British steamer, 835, E. F. Stowell, 6th Aug.—Saloon 2nd Aug., Rice.—Klin Tye Loong.
 TELEMACUS, British steamer, 1,397, H. Jones, 6th Aug.—Liverpool 26th June, and Singapore 31st July, General.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.
 Toonan, Chinese steamer, for Shanghai.
 Ningchow, British steamer, for Singapore.
 Delta, German steamer, for Manila.
 Zafro, British steamer, for Amoy.
 Jason, British steamer, for Singapore, &c.
 Nestor, British steamer, for Singapore, &c.

DEPARTURES.
 August 5, *Riversdale*, British str., for Nagasaki.
 August 5, *Yokohama*, German steamer, for Macao.
 August 5, *Cardiganhire*, British steamer, for Singapore, &c.
 August 5, *Wain*, German str., for Singapore, &c.
 August 6, *Orango*, British bark, for Calcutta.
 August 6, *Kallor-Hind*, British steamer, for Singapore, &c.
 August 6, *Velocity*, British bark, for Honolulu.
 August 6, *Phra Chula Chom Klao*, British steamer, for Yokohama.
 August 6, *Yasen*, British str., for Singapore, &c.
 August 6, *Taiyang*, British str., for Swatow, &c.
 August 6, *Elas*, German steamer, for Manila.
 August 6, *Norlor*, British str., for Singapore, &c.
 August 6, *Yasen*, Chinese str., for Shanghai.
 August 6, *Traveller*, British steamer, for Amoy.
 August 6, *Thorndale*, British steamer, for Aden.

PASSENGERS—ARRIVALS.
 Per *Delta*, str. from Haiphong.—Mrs. Hygon, and 80 Chinese.
 Per *Ningchow*, str. from Shanghai, &c., for Hongkong—10 Chinese. For Singapore—140 Chinese.
 Per *Haitan*, str. from Fochow, &c.—168 Chinese.
 Per *Sishan*, str. from Saigon—45 Chinese.
 Per *Cosmopolit*, str. from Cebu—3 Chinese.
 Per *Ly-ke-moon*, str. from Wuhu, &c.—9 Chinese.
 Per *Teleachus*, str. from Singapore, &c.—38 Chinese.

DEPARTED.
 Per *Kallor-Hind*, str. for Singapore.—Messrs. Warren D. Barnes, A. H. Lemon, D. New, C. Genessee, B. Blagio, B. Antonio, and Miss Nuy. For Bombay.—Messrs. S. M. Cohen and J. McCleary. For London.—Mr. Blamey, Lieut. Francis J. Patterson, and Captain J. Macfarlane. For Sydney.—Mr. McCormick.

REPORTS.
 The British steamship *Shihon* reports that the left Saigon on the 2nd inst. Had light southerly winds.

The British steamship *Ningchow* reports that the left Shanghai on the 2nd inst. and Amoy on the 4th. Had light southerly and south-westerly winds with fine weather, and south-westerly swell.

The British steamship *Teleachus* reports that the left Liverpool on the 26th June, and Singapore on the 31st ult. From Singapore to Macleodfield Bank had fresh south-west monsoon, and thence had light variable airs and fine weather.

The British steamship *Haitan* reports that the left Fochow on the 31st ult. Had light northerly to north-west breeze and fine weather. Left Amoy on the 4th. Had light variable winds and equally weather. Left Swatow on the 5th. Had light variable winds and cloudy weather. In Fochow the steamship *Halpang*. In Amoy the steamships *Borneo* and *Fokien*. In Swatow the steamship *Footang*.

The British steamship *Libelle* reports that the left Newchwang and Chefoo on the 29th ult. Experienced dirty unsettled weather. Off the Saddle Group, with high confused sea and strong north-east to east-north-east winds; thence to port had moderate south-south-west and south-east to east winds, weather fine and clear. On the 4th inst. passed a barque, name unknown, with fore-top and top-gallant-mast, and main-top-gallant-mast gone, steering north-east. On the 3rd inst. spoke the German steamship *Maria*, from Chefoo, bound to Whampoa, in lat. 25 deg. north and long. 120 deg. east.

Post Office.

A MAIL WILL CLOSE.
 For Amoy and Shanghai.—Per *Tenue* to-morrow, the 7th inst. at 5.30 A.M.
 For Swatow, Amoy, and Tamsui.—Per *Halpang* to-morrow, the 7th inst. at 11.30 A.M.
 For Saigon.—Per *Amigo* to-morrow, the 7th inst. at 4.30 P.M.
 For Nagasaki, Kobe, and Yokohama.—Per *Vivona* to-morrow, the 7th inst. at 5.00 P.M.

SHIPPING IN HONGKONG.

STAMERS.
 AMIGO, German steamer, 771, C. G. Kreider, 3rd Aug.—Saloon 29th July, Rice.—Wilder & Co.

HONGKONG-STEAMERS.

Continued.
 ANTER HEAD, British steamer, 1,200, J. B. Rose, 4th Aug.—Whampoa 4th Aug., General.—Jardine, Matheson & Co.
 BIALONO, Italian steamer, 1,499, L. Baccarini, 4th Aug.—Bombay 15th July, and Singapore 26th, General.—Carlowitz & Co.
 CATTERTHUN, British steamer, 1,480, J. W. B. Darke, 15th July.—Sydney 1st July, Moreton Bay 3rd, Cleveland Bay 6th, Cooktown 7th, Thursday Island 6th, and Port Darwin 16th, General.—Gibb, Livingston & Co.
 CHOWFA, British steamer, 1,057, F. W. Phillips, 4th Aug.—Bangkok and Koh-i-chang, 27th July, General.—Yuen Fat Hong.
 EMPRESS OF JAPAN, British steamer, 5,000, Geo. A. Lee, R.N.R., 21st July.—Vancouver 1st July, Yokohama 14th, Kobe 16th, and Wosung 19th, General.—Dodwell, Carill & Co.
 FAIR, British steamer, 117, Lieut. Wm. G. Comley, R.N.R.—Hongkong Government steamer.
 FRIZ, Danish steamer, 397, C. L. Strand, 24th July.—Pakhoi 21st July, and Hothow 23rd, General.—Arnold, Karberg & Co.
 GAILIC, British steamer, 4,200, W. G. Pearce, 1st July.—San Francisco 7th July, and Yokohama 21st, Mails and General.—O. & O. S. S. Co.
 GENERAL WILDER, German steamer, 3,020, E. Blanke, 28th July.—Yokohama 10th July, Mails and General.—Melchers & Co.
 HAILONG, British steamer, 783, J. Roach, 4th Aug.—Tamsui 31st July, Amoy 4th, and Swatow 3rd, General.—D. Laprak & Co.
 HOLLAND, German steamer, 985, J. Bruha, 1st July.—Whampoa 31st July, General.—Wilder & Co.
 LOMARDY, British steamer, 1,570, Francis Cole, 25th July.—Bombay 9th July, and Singapore 20th, General.—P. & O. S. N. Co.
 METAPEDIA, British steamer, 1,456, Fraser, 4th Aug.—Barrow 4th June, and Singapore 23rd July, Ralls.—Government.
 MONTECATINI, British steamer, 1,891, Beasley, 28th July.—Mojl 22nd July, Coal and General.—Order.
 PILOT FINE, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
 PRINCE, German steamer, 655, J. Jensen, 31st July.—Tours 28th July, General.—Childs.
 SONDRETH PHRA NANO, British steamer, 1,057, R. Jones, 31st July.—Saloon 27th July, Rice and General.—Yuen Fat Hong.
 VERONA, British steamer, 1,376, F. H. Seymour, 3rd Aug.—Yokohama 25th July, Mails and General.—P. & O. S. N. Co.
 WINGANG, British steamer, 1,517, A. de St. Croix, 1st Aug.—Calcutta 16th July, Penang 22nd, and Singapore 25th, General.—Jardine, Matheson & Co.
 ZATRO, British steamer, 675, A. W. R. Cobban, 3rd Aug.—Manila 31st July, General.—Shevan & Co.

SAILING VESSELS.

ALTAR, British bark, 399, T. Munro, 1st Aug.—Tamsui 22nd July, Camphor and Ballast.—Wilder & Co.
 AMPHITRITE, British ship, 1,685, C. A. Anderson, 21st July.—Cardiff 13th April, Coal.—Wilder & Co.
 CALYPSO, British ship, 1,350, Douglas, 4th June.—New York 23rd January, Petroleum.—Russell & Co.
 CANARA, British ship, 1,489, J. J. Dexter, 21st July.—Shanghai 17th July, General.—Carlowitz & Co.
 CARL FRIEDRICH, German ship, 2,040, H. Fröhlich, 5th July.—Cardiff 21st March, Coal.—Melchers & Co.
 ERLENBERG, Chinese bark, 457, Optum Examination hulk, Stonecutters' Island.—Chinese Customs.
 ESCORT, American bark, 634, Waterhouse, 22nd July.—Rajah 12th July, Timber.—Captain.
 IMAC REED, American ship, 1,480, F. D. Waldo, 25th May.—New York 23rd Nov., Kerosene Oil.—Russell & Co.
 JERONIMO, German bark, 885, Aug. Oesselmann, 25th July.—New York, N.S.W., 24th May, Coal.—Geo. R. Stevens & Co.
 KITTY, British bark, 804, Wilson, 21st July.—Singapore 7th July, Timber.—D. Musca.
 MARIA, Spanish schooner, 51, Francisco Olano, 9th July.—Manila 18th June, Ballast.—Master.
 MINNIE G. WHITING, British bark, 1,221, W. H. Smith, 18th June.—New York 2nd Feb., Kerosene Oil.—Jardine, Matheson & Co.
 PORTLAND LLOYDS, American bark, 1,180, A. H. Forbes, 13th July.—New York 16th March, Petroleum.—Shevan & Co.
 STANFIELD, British bark, 590, J. Clark, 3rd July.—Sourabaya 14th June, Ballast.—Captain.
 TROOP, British ship, 1,576, D. W. Conning, 4th Aug.—Cardiff 23rd April, Coal.—Government.
 XENIA, American bark, 1,135, L. D. Smith, 8th July.—Newcastle, N.S.W., 14th May, Coal.—Geo. R. Stevens & Co.

Intimations.

Dr. Knorr's ANTI-PYRINE.
(Dose for Adults 10 to 25 grains 4 or 5 times a day.)
 IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for DR. KNORR'S ANTI-PYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations! Hongkong, 20th May, 1890.

NOTICE.

JAY'S SANITARY COMPOUNDS COMPANY, LIMITED.
 JAY'S WOOD PRESERVER OR ANTI-SEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special Terms for Shipping and Large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 19th June, 1891.

Mails.

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.
 PROPOSED SAILINGS FROM HONGKONG, 1891.
 (SUBJECT TO ALTERATION.)
Empress of Japan, Tuesday... Aug. 11th.
Empress of China, Tuesday... 1st Sept.
Empress of India, Tuesday... Sept. 22nd.

THE R. M. S. "EMPERESS OF JAPAN,"
 5,900 tons, Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 11th August, with Her Majesty's Mails, will proceed to VAN COUVER, via SHANGHAI, KOBE, Inland Sea, and YOKOHAMA.

RATES OF PASSAGE.
 (In Mexican Dollars.)
 FROM HONGKONG, FIRST CLASS.

TO	By Sea	By Land	Prepaid return.
		4 mos.	12 mos.
Vancouver, Victoria, Esquimalt, New Westminster, B.C., Seattle, Tacoma, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	225	338	394
San Francisco, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	255	383	487
San Francisco, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	275	413	482
San Francisco, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	285	438	499
San Francisco, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	295	443	517
San Francisco, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	305	458	534
San Francisco, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	310	465	543
San Francisco, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	325	575	650
San Francisco, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	335		
San Francisco, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	345		
San Francisco, Portland, Ore., San Francisco, Portland, Me., Boston, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via L. & N.W.	355		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steamer Rates and Rates to other places, quoted on application. The Steamers call at Victoria to land and embark passengers. Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers. Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials. Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports. Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C. Passengers must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing. For further information as to Passage or Freight, apply to DODD WELL, CARILL & Co., Agents, 22nd July, 1891.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Gaile, Tuesday... Tuesday 11th August.
Belge, Thursday... Thursday 31st Sept.
Oceanic, Saturday... Saturday 26th Sept.

THE Steamship
 will be despatched for San Francisco, via Yokohama, on TUESDAY, the 11th August, at P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.
 To Liverpool and London..... 325.00
 To Paris and Bremen..... 345.00
 To Havre and Hamburg..... 335.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months.....\$337.50
 12 months.....\$393.75
 Time is reckoned from date of issue to date of re-embarking at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing. Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central. J. S. VAN BUREN, Agent Hongkong, 11th July, 1891.

Mails.

U. S. MAIL LINE.
 PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
China, Saturday 22nd Aug.
City of Peking, Tuesday 15th Sept.
City of Rio de Janeiro, Thursday 8th Oct.

THE U. S. Mail Steamship
 "CHINA"
 will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 22nd Aug., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.
 To Liverpool and London..... 325.00
 To Paris and Bremen..... 345.00
 To Havre and Hamburg..... 335.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months.....\$337.50
 12 months.....\$393.75
 Time is reckoned from date of issue to date of re-embarking at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central. J. S. VAN BUREN, Agent, 30th July, 1891.

NORDEUTSCHER LLOYD.
NOTICE.
 STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SATURDAY, the 29th day of August, 1891, at 9 P.M. the Company's Steamship "PREUSSEN," Captain W. Reimknecht, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at Genoa, Shipping Orders will be granted till 1 P.M. on the 28th. Cargo will be received on board until 5 P.M. on the 28th. Specie and Parcel are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. The Steamer has splendid Accommodation, and carries a Doctor and Stewardess. For further Particulars, apply to MELLCHERS & Co., Agents, Hongkong, 4th August, 1891.

Hotels.
BAY VIEW HOTEL.
 M. R. OSBORNE begs to announce that this convenient half-way House on Sha-ti-wan Road is now open.

The HOTEL commands a beautiful View and is situated in a cool and breezy spot.

There is a convenient landing jetty opposite the Hotel for launches.

The best Brands of WINES, LIQUORS, CIGARS, &c., always on Stock. MEALS can be served at any hour. Prompt attendance. Hongkong, 14th May, 1891.

THE SHAMBEEN HOTEL.
 BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is of the best quality only.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A. F. DO ROZARIO, Manager, Hongkong, 4th November, 1890.

For Sale.
 "C. R. WYNBROUN,"
 THE BEST BREAKFAST CLARIFY, at \$3.00 a dozen.
 "ST. GEORGE'S,"
 A SOUND BREAKFAST CLARIFY, at \$2.50 a dozen.
 \$0.25 allowance for 1 doz. Empty Bottles returned.
 Samples sent on application.
 G. GIRAULT, (Late GUYOT FRERES), No. 8, Queen's Road, Hongkong, 30th July, 1891. [1053]

INTIMATION.
F. Blackhead & Co.,
 SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS. No. 11, Praya Central, (Opposite Padder's Wharf).

SOLE AGENTS FOR RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS. HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS. SPECIALLY SELECTED. EX. PRIME PORK AND BEEF in Barrels.

AMERICAN PRIME SUGAR-CURED

him that, as long as the country was uncultivated, and the primeval forests, the haunts of all sorts of wild animals, remained, the people were chary of venturing into the wilds and it was comparatively easy matter for the government to control the natives. Now, however, as cultivation advanced, the people were flocking, withdrawing deeper into the forests; the number of robbers has greatly increased and outrages of the part of bandits whose whereabouts it is extremely difficult to trace, are of frequent occurrence. Memorialist fully appreciates the difficulties that this officer has to contend with and the importance of rendering him every assistance; he has accordingly instructed trustworthy officers of the trainbands to co-operate with him in his arduous duties, and trusts such steps will be taken as will ensure the maintenance of order. *Memorialist* *will* *also* *trust* *that* *the* *Government* *will* *be* *able* *to* *take* *steps* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *Kong* *and* *Shanghai* *and* *that* *the* *Government* *will* *be* *able* *to* *bring* *about* *the* *early* *closure* *of* *the* *Opium* *Trade* *in* *Hong* *K*

was exhaustively treated in the petition by the two members who opposed the Bill. As alluded to by Mr. Whitehead, the petition was forwarded on the 8th inst. to the Secretary of State, who thereunto had before him all that could be urged on that score, and also, to a certain extent, the merits of the Bill, which were gone into in that petition. He now informs me that: that Ordinance has been approved. As regards the changes introduced by the Ordinance, did they meet with any general expression of dissent in this Colony? Did the Press indicate that public feeling was against it? Were petitions placed in public or convenient places, and notices of that kind, there, were there, in order that those who were strongly of opinion that might have an opportunity of recording, promptly and voluntarily, their feelings on the subject? I have heard nothing to that effect. All that I have seen was a petition that has been taken round inviting signatures; it has only been with difficulty completed within two and a half months of the Ordinance being passed; the majority of the 240 signatures attached to it are those of men who can have very little interest in the matter; 36 appear, twice, in two capacities; and the Chinese community is not sufficiently represented. We have, therefore, it is evident from these figures, no reason to know that the Chinese views are held on the subject by the natives, and in any case

THIS IS A BRITISH COLONY,
and not a Chinese possession, and the revenue
for it is levied by a British & Co. Resident

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr. E. J. A. Croft, Acting Chief Justice.)

July 29th.

THE CREDIBILITY OF EPIGRAPH.

In the overland Tang A Lok will case today his Lordship gave judgment on a side issue raised by Mr. Francis for the plaintiff as to whether evidence of insolvency on the part of the Tang tribe could be taken. Mr. Leach for the defence asserted that the plaintiff had had the inscriptions altered, and it was desired to bring evidence on the subject, to show that if the epigraph had been truthful it would have supported defendant's case.

In giving judgment his Lordship quoted a number of valuable authorities, one of whom said, as if in anticipation of the Tang A Lok case, "If human life were a thing of a thousand years, then inquiries of this sort might be undertaken." After full consideration his Lordship thought the disputed evidence, which was already given could not now be struck out. He thought, however, that for the future the less strictly relevant evidence might be avoided.

Witnesses were then called to speak of affairs in the year 206 B.C.

Left at it.

HONGKONG ROPE MANUFACTURING COMPANY.

An extraordinary general meeting of shareholders in the above Company was held at the offices of the General Managers (Messrs. Shaw & Co.) on the 1st inst. There were present Messrs. D. Gillies (Chairman), R. G. Shaw, S. I. Danby, G. H. Potts, J. S. Moses, T. E. Davies, and M. S. S. Sarson.

The Chairman said: "Gentlemen, I think it is not necessary for me to say much with regard to the proposed resolutions, as they have been in your hands for some time and I have no doubt they have had your careful consideration. The object of the modifications in the Articles of Association is to put a little more power into the hands of the consulting committee, so that without curtailing in any way the efficient working of the company it will provide for any emergency that may occur in the future similar to that which happened in the case of the failure of Messrs. Russell and Co. There have been no radical changes made in the Articles of Association. We have simply provided that, should the necessity occur for doing so, the shareholders themselves may be called upon to make a change should it be deemed advisable in the general management of the Company. I am sure you will all admit the necessity that exists for making this change. The business of the Company, I am very pleased to inform you, has been very prosperous, and last month has been better than any previous month we have had, the returns being very good, not only as regards the amount of rope manufactured but also with regard to the returns. (Applause.) The statement of accounts up to 10th June has not been audited and of course I cannot vouch for its correctness, but from the statement it appears that Messrs. Russell and Co. in Shanghai, are indebted to us in the sum of \$16,308, and that the company has in its hands bills to collect or bills as collected amounting to \$7,000, making in all a debit of \$23,308 against the Company, which may eventually be a loss. With regard to the company it is unnecessary to state what are the intentions of the consulting committee. We shall endeavour to recover as much as we can. Counsel's opinion is favourable to us. I hope we shall be able to get \$7,000 from the company. With regard to the other \$16,308, I think I need hardly say anything about it. We have to share the name of Mr. Tomes and to the name of Ng Chow Fong, company to Messrs. Russell and Co. over which the Company has a lien, and these will no doubt revert to the company. We have been advised that it is not necessary to advertise that the Company has a lien upon those shares. All that is necessary for us to do is to refuse to transfer these shares should they be sent in for registration.

Resolutions for the purpose of altering the Articles of Association were then proposed to the meeting by the Chairman. The alterations included the appointment of Messrs. Shaw & Co. as General Managers subject to the sanction of the Consulting Committee; that the Consulting Committee should choose one of their number as Chairman; that the General Managers should receive all moneys and pay such part thereof as shall not be re-employed for the purposes of the Company into the Company's Bankers to the credit of the Company.

The resolutions were carried unanimously.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

An extraordinary general meeting of shareholders in the above Company was held on the 1st inst. There were present: Messrs. D. Gillies (Chairman), R. G. Shaw, S. I. Danby, G. H. Potts, W. H. Wallace, and C. Klock.

The Chairman said: "Gentlemen, in compliance with your wishes expressed at last meeting, Mr. Cox and I have gone very carefully over the articles of association and we have prepared such modifications only as we thought essentially necessary in the interests of the shareholders, considering the change which has been made in the general management. The modifications are, I think, on the whole, very fair with regard to the General Managers' remuneration. It has not been reduced so much as perhaps it might have been, but taking into consideration that a large proportion of the commissions go to the Company and Manila people, I think you will admit that the General Managers in Hongkong are not overpaid. We have looked very carefully through the articles of association, and the modifications have been printed and were placed in your hands some time ago, and if there are any amendments to be made we shall be very glad to be advised by you. You are aware that the company of Messrs. Russell and Co. is indebted to the Company to the large amount of \$23,308, and of this amount about \$15,000 only, will probably be recovered. The Company are taking steps to recover the balance by instituting an action against the company, which I hope will be successful. It was the intention of the committee to appropriate a number of shares that are in the names of members of the late firm of Russell & Co., but as these shares stand in their names we were advised by our solicitors that in transferring them we had lost the lien we had upon them. The only shares we can confiscate are 50 standing in the name of Mr. Tomes. These we have confiscated and shall reduce the loss by \$4,000. I don't think it is necessary for me to say anything with regard to the alterations. It has no doubt that Messrs. Shaw & Co. will give the interests of the Company their best attention and that the work of the company will be found to be satisfactory when we meet again at our next yearly meeting. Certain special resolutions altering the articles of association were then proposed by the Chairman. These, comprising the appointment of Messrs. Shaw & Co. as General Managers

and the settlement of their remuneration as such, which is to be a commission of 1 per cent. on the gross amount of all outward passage money and freight from Hongkong and other revenue, and 1 per cent. on the gross inward passage money and freight collected or received in Hongkong in respect of the working of the undertaking of the Company, and a commission of 2 per cent. on all disbursements made in Hongkong, and also a commission of 1 per cent. on the purchase or on the sale of any of the Company's steamers.

The resolutions were carried unanimously.

THE TYPHOON.

Fortunately there is little to be written about Sunday's typhoon, if the blow that did occur, could really be called one. So far as we can learn there is a happy absence of the casualties that usually attend the passing of such storms amongst the floating population in the harbour, and this is due to the timely warnings given from the Observatory and which the people had the wisdom to profit by. Steam-launches did a big trade all day Sunday by towing sampans and other craft to the shelter that the breakwater at Quarry Bay affords. By ten o'clock on Sunday evening the harbour was quite clear of its usual fleet of steam-launches, the only one out at that time was one engaged to carry the *Peninsular's* passengers across to Kowloon and a pretty rough experience they had; all, including a number of ladies, being thoroughly drenched and somewhat frightened. The signal gun at Kowloon was fired at about 10 p.m. to declare that a gale was approaching and by eleven o'clock both the wind and sea had risen considerably and throughout the night the former blew with varying force. As communication with the outstations has been interrupted we are unable to state definitely what amount of damage if any, has occurred. Several steamers that were to have sailed on Monday, wisely remained at anchor, including the *P. & O. Company's Peninsular* with mails and passengers for the North.

In connection with the typhoon Dr. Döberck has kindly forwarded us the following particulars of the observations taken by him at Kowloon:—

ACCOUNT OF THE TYPHOON OF JULY 25TH.

TO AUGUST 3RD, 1891.

At 4 p.m. on the 25th July the following notice was issued: "There appears to be a typhoon in the Pacific," and at 4 p.m. on the 26th, "A small typhoon appears to have crossed the southern Philippines and entered the China Sea." The wind blew a fresh E.S.E. breeze in Bolinao on this day, and veered to S.E. the next day. The barometer continued falling, with clear, hot, and dry weather and slight gradients in southern China. The small typhoon moved northwards in the China Sea, and on the 29th the barometer began to rise in Bolinao, showing that the centre had passed that latitude. On the morning of the 30th the following notice was issued: "There is a depression in the China Sea to the south of Hongkong. Fresh E. winds along the southern coast of China, S.E. winds in Luzon, and fresh S.W. winds, with squally weather in the China Sea," and at 3 p.m. directions to hoist the Red Cone pointing downwards. On the 31st it was intimated that the centre was to the eastward of the Paracels, and that gales along the China coast were steep for N.E. winds. On the 1st of August the signs of a typhoon were much slighter, but that was due to the exceptionally slow motion of the centre. At 1.30 a.m. on the 2nd the following notice was issued: "The centre of the depression is at present moving towards a point on the coast between Hongkong and Swatow," and directions were given to hoist the Black Cone pointing downwards. At 7.10 p.m. directions were given to hoist lanterns horizontally, and at 9.30 p.m. to fire the gun one round. The lanterns hoisted horizontally indicated bad weather, and that the wind would back, as it would have done had the centre continued its course and entered the mainland, but the strong E. wind blowing through the Balintang Channel was too much for it and it was sharply deflected towards the west, as often happens. This occurred about 11 p.m. and at midnight the lanterns were hoisted vertically to show that the centre had changed its direction and was moving westward to the south of the colony. The lowest hourly reading of the barometer, 29.308 (reduced to 32 deg. and M.S.L.) was entered at 4 a.m. on the 3rd, and the greatest wind force, 61 miles an hour, was registered at 5 a.m. At 10 a.m. directions were given to hoist the black ball and the following notice was issued: "The centre of the depression is at present W.S.W. of Hongkong, moving westward."

Barometer reduced to 32

Aug. 2nd, deg. Fahr. Wind. Signal.

and to sea level.

10 a.m.	29.519	N. 3	Black inverted cone
11 a.m.	29.514	E. 3	Black inverted cone
Noon	29.506	N.E. 2	
1 p.m.	29.488	N.E. 3	
2 p.m.	29.459	N. 4	
3 p.m.	29.434	N.N.E. 6	
4 p.m.	29.392	N. 6	
5 p.m.	29.415	N.N.E. 4	
6 p.m.	29.429	N.E. 5	
7 p.m.	29.429	N.N.E. 6	Lanterns horizontally
8 p.m.	29.453	N.N.E. 6	
9 p.m.	29.435	N.N.E. 7	Gun: one round
10 p.m.	29.418	N.N.E. 7	
11 p.m.	29.438	N.E. 8	
Midnight	29.358	N.E. 9	Lanterns vertically
Aug. 3rd	29.358	N.E. 9	
1 a.m.	29.301	N.E. 9	
2 a.m.	29.356	N.E. 9	
3 a.m.	29.344	N.E. 9	
4 a.m.	29.308	E. 9	
5 a.m.	29.354	E.S.E. 10	Strongest wind (61 miles an hour)
6 a.m.	29.402	E. by S. 9	
7 a.m.	29.424	E. by S. 9	
8 a.m.	29.440	E. by S. 9	
9 a.m.	29.467	E.S.E. 9	
10 a.m.	29.479	S.E. 8	Black Ball

A TALK ABOUT TEA.

FROM FORMOSA.

Tamsui, July 24th.

The tea-season of 1891 is in full blast, and the tea-market is as lively as in Irish fair. I have just been studying a trick in the trade and there are more tricks in the tea trade of the East than in any other known to man. The true inwardness of this particular trick is as follows. Two-thirds of all the tea-groves in the Amoy province and in Formosa are poor men who have to borrow money to raise and move their crops. They obtain the needed money from heathen usurers, native merchants, and Christian tea-exporters. It makes but little difference to whom they apply as each charges 10 per cent. on the loan, takes the land and growing crop as collateral security and imposes the hard condition that he shall have the first choice of buying the new leaf at the market rates. As the crop comes in the money lenders hold back and bear the market as much as it will stand, and do nothing until there are signs of revolt among the farmers. Then they buy largely at the lowest figures and shortly afterwards jump the prices so as to

prevent interference from less long-headed operators.

To-day the revolt occurred, prices were made and the machinery of exportation set in motion. The quotations this morning at Tamsui, which is the tea-emporium of Formosa, were as follows, \$18 per picul for the poorest, \$22 for medium and \$31 for fine and superior grades. This is about 10 per cent higher than it was this time last year.

The outlook this season is extremely good. In Formosa, there are three crops of tea annually. The present one is the first and is now estimated to be between 180,000 and 200,000 half-chests each weighing 43 lbs. The second crop is estimated at from 80,000 to 85,000 half-chests, a very heavy advance upon that of last year which was 30,000. The prices then ran from \$45 to \$500 per picul; this year on account of the splendid quality of the tea they will be much higher.

The third crop will reach 130,000 half-chests this year and may even go as high as 150,000. The prices last year were from \$24 to \$40 per picul, and they will probably be about the same this season.

The three crops, or annual output of Formosa may be figured between 390,000 and 425,000 half-chests, or in weight between 15,000,000 and 17,000,000 lbs. This in value will be between \$5,000,000 and \$4,000,000. It will pay an internal revenue tax to the Chinese Government of \$400,000, and an export tax of an equally large amount. The packing and transportation to Amoy and Hongkong, from which it is exported to the United States and Great Britain, will cost between \$1,000,000 and \$1,800,000.

The Chinese merchants and officials with whom I have conversed state that the crops this year are slightly larger and very much finer than ever before in the history of Formosa; that while the yield per acre has fallen off owing to a warm winter and a dry spring, the increase in acreage has more than made up for the deficiency; and that the success this year would undoubtedly lead to a large extension of the culture and a greatly augmented production.

This will be good news for lovers of tea. Formosa tea is the best in the world. It is so popular that unscrupulous dealers in Japan, India, and especially in India and Ceylon have been doing a large business in sending to the market their own goods put up in imitation of the Formosa article. The new law compelling importers to brand each package with the name of the place it comes from has struck a blow at the evil and has given much satisfaction to the merchants in China. It may be questioned, however, if the statute goes far enough and if further legislation is not necessary. I have had the opportunity of studying tea-culture in Ceylon and Formosa, and find that there is great room here, not so much for improvement as for the cheapening of the curing-processes. The Chinese still cure the leaf in small bamboo baskets over charcoal fires in the same way as did their ancestors three years ago. The new curing, invented chiefly, if not solely by Englishmen, uses copper or porcelain plates, hot dry air, and more or less labor-saving machinery. The result is a great saving in time and labor and the production of a very uniform article. The Chinese object to the new processes on the ground that they destroy the bouquet of the fine leaf, and add an unpleasant metallic flavor to the tea. They make the further objection that the new system would throw thousands out of employment and so injure the nation. I am not yet a tea-expert and can not therefore give a valid opinion upon the justice of their first objection. But as the Chinese being-keepers begin to favor the application of the new processes to the cheaper and poorer grades, it is certain that they will be in full operation within the next five years.

Amoy tea is still on the downward path. Last year the output was 50,000 half-chests or 2,100,000 lbs. and the average price \$13 per picul (or 10 cents per lb). This year it will not exceed 40,000 half-chests in quantity, or \$12.50 per picul. When it is remembered that at one time Amoy was the greatest tea-country in the world and exported as high as 500,000 half-chests (ten times its present production) the decay of the industry is easily realized. This tremendous change is due, I regret to say, almost entirely to dishonesty and rapacity on the part of the trade, native and foreign. As one time the Amoy tea was excellent and the tea-districts correspondingly prosperous. The planters fell into debt to the usurers and merchants, and were so blinded and fleeced that they lost all interest in their calling. The quality of the leaf fell off, as did the quantity. Then to carry out contracts as to specific amounts, the leaf was adulterated with other leaves, with sweepings and even in some cases with dirt. By degrees its reputation fell, until it became known as the vilest and filthiest compound in the market. To-day no tea-drinker knowingly uses it. In those days Formosa did business to the value of \$50,000,000 half-chests per annum, while Amoy was doing 400,000. Now the figures are exactly reversed. The decadence of the Amoy industry has taught one good lesson. It showed the usurers that Amoy did not and could not monopolize the culture of tea. To-day they are afraid to apply the screws to the full limit to the Formosa planters, knowing that if they do, the trade will fly off here as it did in Amoy and will revert to Japan, Korea, Ceylon and India.

Tea-culture is assuming large proportions outside of the Chinese boundaries. The Spanish authorities have tried to raise it in the Philippines, the Dutch in Sumatra, and the English in the Straits Settlements and the French in Cochinchina. Nearly all these experiments have been failures; the only success reported being from mountainous countries, where there was moisture, good soil and not an excess of warmth. The Dutch have turned this discovery to account and now confine their efforts to the high mountainous districts, with which their colonial possessions abound. While good tea has been produced in a number of places under these auspices, the quality has been very inferior to the fine growths of Formosa and Fochow.

Chops running from \$100 to \$300, per picul are not uncommon, while now and then, extra fine pickings find customers who pay from \$10 to \$50, a pound. In Russia and Japan and above all in China there are epicures, more dainty as to their daily tea than wealthy connoisseurs at home as over their Madeira and Burgundy. The Governor of Formosa pays from \$10 to \$20, per lb. for his tea. When I dined with him I justified the extravagance. The perfume filled the palace and the exquisite incomparable flavor lingered upon my palate hours after the meal was over. After picking such tea, the finest comes from Burgundy, against coarse and coarse.

Tea-drinkers at home may revel therefore in the fact that they will have better and cheaper tea in 1891-2 than they have had for a long time. Our Chinese merchants, however, derive but little benefit from this industry. At one time it poured a stream of wealth into Hongkong, but somehow or other the merchants grew careless and allowed the channel to be diverted to other nations.

The spectacle is very painful to a public spirited student. The heavy capital with which the crops are raised, the expert who taste and the dealers who buy the leaf, the lead in which it is carried, the steamers in which it is carried, the companies which insure it, and the banks which attend to the financing, are all from, or of London.

THE MEMORIAL OF THE TSUNG-LI YAMEN.

The following is the N.C. Daily News' translation of the memorial to the Throne by the Tsung-Li Yamén on which the recent edict was issued. We understand that the Foreign Ministers have stipulated that it shall appear in full in the *Peking Gazette* in due course.

The Yamén Ministers on account of the riots against the foreign religions orders that have occurred in the various provinces, request the Throne to issue stringent orders to Governors-General and Governors to take immediate and urgent measures to restore quiet to the land and to prevent future disturbances. The memorialists hearing, in the first part of the 4th moon, that churches in Wuhu were destroyed, at once wired to the High Superintendent of Yangtze to despatch gunboats to suppress the riot and to give protection to the foreigners at the same time to send deputies to make investigations and settle the cases. Then at the same time, there were anonymous placards posted and rumors spread about Shanghai, Nanking, and other places. We also desired the Provincial authorities to take great care and to devise precautionary measures. Afterwards a telegraphic message was received from the Nanyang Superintendent and the Anhui Governor to the effect that the trouble at Wuhu took its origin from rumors that female doctors belonging to foreign religious orders were stealing children after drugging them; that the suspicions of the people could not be explained away; that a crowd gathered to make trouble; that upon this churches were burnt and destroyed; that two rioters were executed and their heads placed on exhibition; and that the place has settled down to its usual quiet. Not long after, however, churches in Yangyang and in Wusueh in Hupeh, were set on fire and pulled down, with the murder of two foreigners in the latter place. The details have not been reported. Evil characters were causing trouble in Nanking and Kiangtong, but their attempts were frustrated and they were dispersed by the Government soldiers who were keeping watch and gave protection. If these disturbances continue the hearts of both natives and foreigners will be full of apprehension and distrust. The reason is this. Discharged soldiers and secret societies are to be found in every province along the Yangtze River. Anonymous placards are posted for the purpose of agitating and misleading the minds of the populace, so as to find a favourable opportunity to create disturbances. It is certain no peaceful and law-abiding people are guilty of these acts. The memorialists find that the religion of the great West persuades people to follow the path of virtue. It has been promulgated in all the western countries for many years. Since China commenced commercial intercourse with foreign countries, the treaties stipulate, that in China, the believers and promoters of the Roman Catholic and Protestant religions should one and all find protection both in person and property, and that they are permitted to congregate to offer prayers and to sing hymns. The hospitals for the sick and asylums for infants are all good works. Of late years in all the places in the different provinces visited by calamities there were many missionaries who contributed large sums and helped to alleviate the sufferings of the people. Their love to do good and their generosity in giving are certainly commendable. Though among the native convents good and bad are to be found, still they are subjects of China and are amenable to the jurisdiction of local authorities. In case of lawsuits and disputes missionaries can not interfere, so that the people and religion ought to be able to live quietly side by side. Lovers of mischief often fabricate groundless rumors, and spread about and raise suspicions among the mass and evil-disposed persons cause trouble under these pretexts with the hope of plunder. Unless strict precautions are taken it is to be feared that Chinese and foreign merchants and people may not be able to live in peace. This has an important bearing upon the state of the country. The memorialists beg the Throne to order the Tatar Generals, Governors-General and Governors of every province to proclaim to the people, warning them not to listen lightly to rumors nor to make trouble. In case any disturbances are caused, the law will be severely enforced. The memorialists beg the Throne to order the Tatar Generals, Governors-General and Governors of every province to proclaim to the people, warning them not to listen lightly to rumors nor to make trouble. In case any disturbances are caused, the law will be severely enforced.

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THE PROSPECTS OF RICE IN SIAM.

It is probable that there will be a considerable advance in the value of good quality rice in the European market next summer, owing to the falling off of Japanese, Siam, and Cochinchina exports; and it is reported that the deficiency is not likely to be met by an overplus from other rice-producing countries, such as Burma, Persia and Bengal. This, of course, means a loss to those countries whose produce is scarce; but, as regards Siam, it will not be without ultimate advantage if the merchants concerned will take steps to prevent the large admixture of broken rice of which Messrs. Fraser & Co. complained in their recently published market reports.

The quality of the Siam grain is complained of on account of the large admixture of broken rice; "most of the early shipments were excellent but the after season's arrivals left much to be desired." "The shelled rice which arrived in London was very poor, and contained yellowish." "With a little more care bestowed on cultivation no doubt most of the Far Eastern yields will raise their standard."

In this vein write those who are authorities on such matters and to these statements we would add, in view of the undoubted fact that Japan kind occupies a prominent position in the rice supply of Europe, it would be to the advantage of Siam were large quantities of Japanese seed-grain imported, and distributed amongst the peasants of the chief rice-producing districts of this Kingdom. The Government, though out of pocket at first, would afterwards recoup the initial cost, through the Customs Department together with interest, in the course of a very few years. What benefits the masses, is to the ultimate advantage of the Government and the owner that fact is fully recognized the better it will be for all who are paid to guard the welfare and best interests of Siam.

We shall return to this subject later on, and meanwhile append the return of the export of rice from Bangkok during the past month, merely prefixing the statistics with a statement

to the effect that, on account of the long-continued drought, the exports have fallen off considerably of late and are not likely to show signs of improvement for some time to come.

	Rice	Broken Rice	Paddy
pc. c.	pc. c.	pc. c.	pc. c.
Stock	96,050.66	285.99	1,876.80
Wharf	96,031.23	285.99	1,876.80
Salmon	262.13	285.99	1,876.80
Coast	238.37	285.99	1,876.80

	Piculs	Value
Value	165,523.30	2,730.56
Value	227,042.10	3,465.60

Comparison with corresponding month of 1890.

	Value	Decrease
Value	\$1,452,261.33	7,027.45
Value	\$1,452,261.33	7,027.45

—Bangkok Times.

THE TRUTH ABOUT THE MEKONG VALLEY.

HOW A BRITISH EXPLORER FOUND IT.

"Magna est veritas et prevalebit."

During the past two years the Press of the Far East has, from time to time, contained brief reports of the Upper Mekong Valley region, otherwise the Eastern frontier of Siam. Most of the stories, especially those appearing in Tomlinson's papers, contained somewhat graphic descriptions of the "magnificent valley," "the richest and most fertile regions of the Far East," whose richest untold and resources inexhaustible would have remained a terra incognita, even to neighbouring nations, but for the very enterprise, and determination of the French, and what is worse, its "myriad inhabitants" would, we are told in the *Siam Mercantile Gazette* and *L'Asiatique du Tonkin*, (two obscure prints, whose Editors have suddenly assumed the rôle of 19th century Savonarolas) "be steeped in ignorance, savagery, lawlessness, rapacity, and the evils of slave-hunting but for the determination of the French to deliver the down-trodden inhabitants from the grasp of unprincipled, grasping officials." All this looks well enough from an outsider's point of view, and it constitutes, more or less, interesting and sensational matter for the columns of public journals. When, however, it is viewed in the light of recent official statements, and the commitment of himself to a "forward policy," by M. de Lannion, the new Governor-General of French Indo-China, there is a plain duty before us and that is the task of publicly setting forth the truth about this alleged "land flowing with milk and honey," this so-called "El Dorado" of the Far East. With this object in view a representative of this journal called upon a gentleman (Mr. W. J. Archer of H.B.M. Consular Service) who has recently returned to Bangkok after a four months' journey in the Mekong Valley, and round the eastern, northern, north-western and western frontiers of Siam. What the gentleman has to say about the Mekong Valley region, its people, the resources of the Laos, Phrahang region, the government of the country etc., etc., may, we think, be taken as the latest authentic information respecting a portion of the Kingdom of Siam which appears destined, whether deservedly or not, to make its mark in history, or rather form a conspicuous chapter in the records of 19th century episodes.

Before relating the evidence adduced at the interview so kindly accorded, it may assist the reader to grasp the situation readily if we publish herewith a brief historical sketch of Siam, ancient and modern, gathered from the highest and most reliable sources of information, thus:—

It was in the year 1767 that the old capital of Siam, Ayuthia, was destroyed; the king and his family taken prisoners, and his dynasty extinguished; the Shan and Laos States then became independent, and even Korat set up a separate kingdom under a prince of the late dynasty; and Tenasserim was annexed by the Burmese invaders, to become, in 1824, a British province. The Siamese armies were dispersed and the Government thoroughly shattered. A general, Phya Tak, of Chinese descent, nevertheless gathered together the remnants of the troops, and drove the Burmese out of Ayuthia in 1767. He assumed the throne in 1768, re-conquering southern Siam Korat, northern Siam, and the Malay States, successively. He made Bangkok the capital in 1769, and founded modern Siam.

The first king of the present dynasty began to reign in 1782. A Chinese invasion of Burma, as stated in Mr. Robert Gordon's paper on Siam, relieved Siam from the Burmese for a time, and the occupation of Martaban by the British, in 1824, effectively prevented further Burmese invasions of Siam. Peace, thus secured from outside, was utilized to reconstruct the kingdom. Chiangmai, and all the Lao States to the confines of Yunnan, Tonquin, and Annam were conquered and attached to the kingdom. Winchong was the last State to make a desperate resistance, but was finally destroyed in 1825; and Luang Phrahang and Bassac were brought under direct Siamese rule, although the old chiefs are allowed to retain their titles and positions. *The Laos had driven the Camu bodians out of their northern provinces, which were annexed to Siam, and what remained of the old empire of 'Kau' was compelled to acknowledge the protection of Siam.*

The first treaty concluded between Siam and a foreign Power, was a *friendship treaty*, in 1826, and is known as the *Burmese treaty*. "That treaty became a dead letter, and the treaty under which British subjects conduct trade here is the one negotiated by Sir John Bowring, with the present King's father, in 1825."

In reply to numerous questions Mr. Archer contentiously vouchsafed the following interesting information:—

As to the boundaries of Siam I cannot answer you precisely, for, as you yourself state, there are unsettled disputes about the Eastern and Northern frontiers. In addition to that the British Government has not yet settled the question of the Shan-Siam frontier, although there are, it may be said, no elements connected with it that present possible or probable insuperable difficulties.

It is preposterous to state that the Likan Phrahang region is magnificent. Certainly it is, as M. Davis, the Chief of the Siam Frontier Commission, must know very well. Probably, however, M. Macey, a Frenchman who has travelled all over that region with goods that he can find no market for, and is never likely to be able to barter on sell at a profit, can speak more authoritatively on the subject, than anyone else, for his experience has been anything but pleasant from a businessman's point of view at all events. I have been up the Mekong as far as the French post at Montong, where I was received most hospitably, and I am bound to admit that Luang Phrahang, and the Lao country, seem to be the best governed parts of Siam. There is, however, no such to be done in the way of government for the laws of Luang Phrahang, which govern 10,000 people at the outside, and the country for 100 miles around it, and away down the Mekong to Mong Kai, is extremely mountainous and very

inhabited. As to the alleged "sequencing" propensities of the officials and the maladministration of justice, all I can say is that the official who could squeeze a ten-cent piece out of the halfstarved peasantry would be almost getting blood out of a stone. The fact is that the whole region is extremely mountainous, sparsely populated, very poor, and extremely unhealthy. All the peasants produce is "hill rice," cultivated in patches here and there along the slopes of huge mountain ranges. They produce barely enough for their wants, and what with the ravages of malarial fever of a violent type, and the time occupied in the cultivation of cotton on the hill-sides for use in winter (of which, too, there is a little exported to Yunnan) added to the time monopolized cultivating enough rice for bare subsistence, by the time winter sets in the hillside highlanders of Luang Phrahang have a pretty hard fight to struggle in, in fine, by no means cut in a bed of roses, on the verge of rich gold-fields, or in a modern El Dorado.

